

## THE KENNEY TRIAL.

REBUTTING TESTIMONY OF BOGGS, THE DEFULTING TELLER.

COURT GRANTS THE APPLICATION OF THE DEFENCE, CALLING A WITNESS FROM TRENTON PENITENTIARY.

Washington, Del., July 18.—The second week of the Kenney trial began this morning. Judge Bradford announced his decision on the application made by the defence for a writ of habeas corpus to require the appearance of Ezekiel T. Cooper, now in the Trenton (N. J.) Penitentiary, as a result of the Boggs defalcation, to give testimony. The Court in granting the application and making the writ returnable to-morrow at 10 o'clock, said that he was in doubt about the authority of the Circuit Court of this district to issue a writ for a prisoner in Trenton prison, and that he was not certain that Mr. Cooper was not competent. In view of a doubt, however, he would give Senator Kenney the advantage of it and would issue the writ.

The defence then resumed its examination of witness, Amos Cole, who obtained \$300 from Boggs in a letter from Senator Kenney, testified in reference to that transaction, but nothing important developed. William Anderson, the Philadelphia builder, was examined regarding the receipt by him of Senator Kenney's checks as payment for Boggs' business dealings with him. He said he did not know Kenney in the building transaction, and had no idea as the time he executed the contract the Senator's checks would be given.

The defence here rested its case, pending the examination of Ezekiel T. Cooper upon his arrival from Trenton to-morrow. By agreement the Government declined testimony in rebuttal.

William N. Boggs was called and testified to discrepancies in the statement of Senator Kenney as to Boggs' resources in 1893. Considerable time was taken up with the testimony as to the witness's loss on Bay State Gas in mutual dealings. Senator Kenney had stated it was \$1,000. Boggs denied this and said it was \$400. He said the \$1,000 had nothing to do with their mutual dealings in Bay State. A struggle followed between counsel as to what the \$1,000 did represent, but the Court held it improper testimony in rebuttal.

After recess Judge Bradford stated that on further recess he had come to the conclusion that the admission of testimony as to what the \$1,000 represented was proper, and he therefore withdrew his adverse ruling and allowed Boggs to state his answer to the District-Attorney's question. The witness said the \$1,000 was a deposit he had made to Senator Kenney's account, and was a result of it being necessary to show funds for the Senator's checks, which had been withheld. A draft which had been deposited to the Senator's account, he said, had come back protested, and it became necessary to use \$1,000 to balance the accounts properly. The \$1,000, he said, was afterward paid.

Referring to the testimony of Senator Kenney concerning Bay State Gas speculation, Boggs denied that he suggested to Mr. Kenney the advantages he might derive from purchasing that stock. In another part of the defendant's examination in chief the statement was made that during the greater part of July and August, 1896, Mr. Kenney was absent from Dover. District-Attorney Vandagriff asked Mr. Boggs if this was true. Boggs replied that the Senator was in Dover on an average five days out of six, and in that time made a number of deposits at the bank.

A number of deposit slips were introduced by the Government tending to lend strength to Boggs' rebuttal testimony on this point. Counsel for the defendant admitted the slips were made out by Senator Kenney, but stated that they might have been made.

Boggs contradicted Mr. Kenney's testimony in a number of minor points, and there were frequent passages between counsel relative to the asking of certain questions.

Deputy-Sheriff Brown was called in rebuttal by the defence, and was asked concerning the \$1,000 check given by Senator Kenney in Boggs' farm transaction. Senator Kenney had said, "I had no recollection of giving the check, but presumed that he did." Mr. Brown gave the date of July 10, 1896, as the date until final settlement by Boggs. Mr. Dowden said that the check was not given to secure the purchase, but as he understood it, Senator Kenney's check was the final payment.

J. H. Hartman, formerly cashier of the bank, was called and asked if any order had ever been issued by him in reference to overdrawals by Senator Kenney. A long and earnest argument followed between counsel on this question. Justice Judge Bradford admitted that Mr. Hartman stated that he had issued special orders to Boggs to allow overdrawals in the amounts of \$100 for buying the order, the witness said that Mr. Kenney seemed to show disposition to use the funds of the bank somewhat too freely. An effort was made by the defence to get the court to have his name stricken from the record, but he gave his name as an order, but this was overruled.

The court then adjourned until to-morrow, when Ezekiel T. Cooper, who will meanwhile have been brought from the Trenton Penitentiary, will make his appearance. The Government will then call a few more witnesses in rebuttal, after which the argument of counsel will begin.

## OVERWORK LEADS TO SUICIDE.

A CUSTOM-HOUSE CLERK COULD NOT SLEEP, SO SHOT HIMSELF.

Ferdinand F. Hofman, a clerk thirty-two years old, employed in the Custom House, committed suicide at his home, No. 738 Prospect-ave., early yesterday morning by shooting himself through the head with a revolver. Young Hofman had taken one of his vacations, and retired at 11 p.m. on Saturday night. At 6 o'clock in the morning his mother heard the report of a pistol shot. His father went to his room, but found the door locked. He broke in, and discovered his son with a bullet-hole in his right temple.

The police officers were summoned, but Hofman died fifteen minutes after their arrival. He was the sole support of his father, mother, and the sister of his wife's child, and was a young man of exemplary habits. His wife was prostrated over his body.

## CAUSE OF A HEBREWS SUICIDE.

"THE BODY WITHOUT SOUL IS DEAD," HE WROTE: "MY WIFE WAS THE SOUL, I AM DEAD WITHOUT HER."

A man who committed suicide at No. 55 Allen-st. on Saturday night, under the name of Herman Alitzky, was identified yesterday as Hyman D. Hulme. Hulme had sold the bank, and he left a will, written in Hebrew, disposing of it, and a note written in Hebrew, which contained this statement: "The body without the soul is dead. My wife was the soul. I the body. I am dead without her."

The autopsy revealed the fact that death was due to carbonic acid poisoning.

## INCREASED COMMERCE IN PUGET SOUND.

Tacoma, Wash., July 18.—The Tacoma Chamber of Commerce has just completed the compilation from customs returns of a table showing the business of the Puget Sound collection district for the fiscal year, ending June 30, 1898. The table shows a gain of 70 per cent in volume of foreign business, since 1896, and gives Tacoma first rank among the shipping ports of the district, her portion being 51.7 per cent of the total.

Exports and imports for the year aggregate \$23,668,000, the principal articles of export being \$2,000,000 bushels of wheat, \$1,150,000 barrels of flour, 130,000,000 feet of lumber, and miscellaneous merchandise. Total imports were \$18,600,000, of which \$1,000,000 came from the Pacific Coast, and \$1,000,000 from Europe. There were 1,230 entries and 1,868 clearances in the district, with a total tonnage of 2,223,532 tons. Exports increased 51 per cent over last year, while imports decreased 26 per cent.

## DROWNED WHILE BATHING.

Quincy, Mass., July 18.—Isabella McDonald, the fourteen-year-old daughter of John A. McDonald, of this city, was drowned at noon to-day while bathing at Point Peninsula. The body was recovered.

Oldtown, Minn., July 18.—George Dudley, the fifteen-year-old son of William H. Dudley, of Milford, was drowned in the Penobscot River this morning. Dudley and three other boys were rowing, and in some way overturned the boat. All except Dudley were rescued.

Watertown, N. Y., July 18.—Frederick C. Simmens, of Windham, Lewis County, was drowned in Lake Ontario, near Point Peninsula, yesterday afternoon, while in swimming. His age was twenty-three years. The body has been recovered. The body of Thomas Dele, aged twenty, who was drowned in the Hudson River in this city, was recovered last evening, after being in the water twenty-eight hours.

## WISCONSIN PAPER MILL BURNED.

Stevens Point, Wis., July 17.—The Wisconsin River Paper and Pulp Company's mill was destroyed by fire last night. The loss was between \$10,000 and \$20,000, fully covered by insurance. The plant will be rebuilt.

## BUSINESS MEN PROTEST.

THEY WANT THE TROLLEY LINES IN SIXTH AND EIGHTH AVES LAID IN SECTION AND HORSECARS RUN TILL WORK IS DONE.

When business men and residents along Sixth and Eighth aves learned yesterday that the horse-cars on those thoroughfares were to be withdrawn almost at once and a new system introduced, similar to that now in use on Madison-ave., there was a great deal of rejoicing, although there was considerable dissatisfaction that no cars will be run during the time of reconstruction. The last of the horsecars on these avenues will be seen tomorrow, and then work will begin at once to reconstruct the lines into underground trolley roads. Contracts for the work of construction were given out last Saturday, and a small army of workmen already began work. It is hoped that the two roads will be in operation by September 15. In the meantime there will be no traffic over Sixth and Eighth aves. Provision for the passengers will be made by putting extra cars on the Seventh and Ninth ave. lines.

The hope is expressed by many that asphalt will be used in repaving the avenues. This is not determined yet, but it is understood that a strong effort on the part of citizens either living or owning property along these thoroughfares will be made to accomplish this end.

Not one of the least advantages gained by the work will be the evacuation of the stables along the lines, which have been an annoyance to those who have been compelled to live near them. The company has selected the best possible time in the year for the work, and the inconvenience that will arise from the discontinuance of the cars in the time of reconstruction will be much less than it was when the Madison-ave. line was being built.

However, the business men on Sixth and Eighth aves. are up in arms against the plan of the company to stop running trolleys on those avenues until the underground trolley is completed along the two routes. The proprietors of the stores, especially the big stores in the avenues, assert that the work of the trolley-wire laying should be done in sections just as the laying of the cable was done on Broadway, the cars to run on parts of the avenues where there would be no work going on. By this means, they declare, shoppers during the hot weather would not suffer as they will when all the cars are stopped. Moreover, the proprietors of stores say that much injury has already been done to business on the avenues because of the closing of the railroad company in setting to work.

"You see," said a prominent storekeeper yesterday, "complaints have been of long standing against the horses, so the horses have been run and a little longer. I think this is the time to go to a pass that many of the firms had decided to carry the matter into court. However, by appeals and all other kinds of maneuvering so far as the horses are concerned, the horses would not have secured a decision. If they got one at all in their favor, till the trolley work had been completed. It would be easy then for the companies to say, 'Well, you've gained your case, but we don't care to run the cars on the avenue, so we'll have your trolley now, and what are you going to do about it?'

Another storekeeper said that the Sixth Avenue Improvement Association, which is engaged in a battle with the railroad company, has been induced to make the company consult the stockholders' interests in some legal way if they could.

The Sixth-avenue proprietors declare that that avenue must have asphalt and other improvements, and the association intends it is safe to urge the controller to issue bonds to meet the expense.

## ELECTRIC INTERESTS CONSOLIDATE.

KINGS COUNTY ELECTRIC LIGHT AND POWER COMPANY TAKES IN THE EDISON ILLUMINATING COMPANY OF BROOKLYN.

The absorption of the Edison Electric Illuminating Company of Brooklyn by the new Kings County Electric Light and Power Company of the same borough, has been accomplished. The arrangements were made by George Foster Peabody, of Spencer, Tracy & Co., a large stockholder in the Edison company. The details of the arrangements are now being made, and as soon as they are ratified by two-thirds of the stock of the Edison company will go into effect. The stockholders in the latter secure the right to subscribe for 25 per cent of the additional stock to be issued at par. The increased holdings are to be taken by the new company, and the Edison stock will be merged in a 5½ per cent mortgage bond secured by all the stock of the Edison company, held in trust, a junior lien on all the property of the Kings County Company and a cash guarantee fund of \$100,000.

The Kings County Company has recently laid many miles of underground wires and put in the Edison system, and is now in full operation. The Edison Company controls the Edison patents, as the Edison company does the Edison patents. The Edison company absorbed the Citizens Electric Company, and took over its real estate, and its valuable equipment.

The report of the Edison company for June shows the following for the month and for the half-year:

Month of June	1897	1897	Increase
Gross earnings	\$21,156	\$17,242	23.4%
Operating expenses	13,712	12,855	7.0%
Net earnings	\$7,445	\$4,386	69.2%

From Jan. 1 to June 30

On Jan. 1	On June 30	Year to Date	
\$141,723	\$128,956	\$12,987	
Operating expenses	85,651	66,651	
Net earnings	\$56,208	\$57,315	\$115,468

NEW U. S. MARSHAL AT ELMIRA.

APPOINTMENTS BY FIRM FOR NORTHERN DISTRICT OF NEW YORK.

SIXTY-FOOT RAILS FOR THE B. & O.

The receivers of the Baltimore and Ohio Railroad have purchased forty miles of 50-pound 60-foot steel rails, and will experiment with them on the Pittsburg Division and in the Baltimore Tunnel. These rails were originally bought for the Columbia and Maryland Electric Railroad, which was designed to parallel the Baltimore and Ohio Railroad between Baltimore and Washington, and became an important factor in business between those points. The project failed, and the material which was purchased has been sold. The stockholders in the latter secure the right to subscribe for 25 per cent of the additional stock to be issued at par.

Philadelphia, July 18.—At a special meeting of the stockholders of the Central Transportation Company in this city, a resolution was adopted directing the officers of the corporation to file a petition with the court for the dissolution of the corporation. This action is taken because the corporation is unable to meet its obligations.

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